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PRESENTED BY

VISITOR'S

GUIDE

TO THE

CITY OF NEW YORK.

FOR THE USE OF THE GUESTS OF THE

FIFTH AVENUE HOTEL.

JOHN F. TROW & Co., Printers, 50 Greene Street, New York.

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NEW YORK MAP.

REFERENCE TABLE.

(*See small figures on Map.*)

1. City Hall.
2. U. S. Treas. & Assay Office.
3. Custom House.
4. Post Office.
5. Astor House.
6. Trinity Church.
7. City Armory.
8. The Tombs.
9. St. Nicholas Hotel.
10. Metropolitan Hotel.
11. E. V. Haughwout & Co. (Glass, China, etc.)
12. Southern Hotel.
13. Grace Church.
14. Equestrian Statue of Washington.
15. Fifth Avenue Hotel.
16. Worth's Monument.
17. Cooper Union.
18. New York University.
19. Astor Library.
20. National Academy of Design.
21. Times Building.

CENTRAL PARK MAP.

REFERENCE TABLE.

(*See figures on Map.*)

1. Terrace, and Refreshment Saloon close by.
2. Music Pavilion.
3. The Mall.
4. The Old Arsenal.
5. The Drive.
6. The Ride.
7. The Menagerie.
8. Statue of Commerce.
9. Pigeon House.
10. Mount St. Vincent.

INDEX.

General View of the City, 3
New York as it is, . . 6
Public Buildings, . . . 9
Hospitals, Asylums, and Benevolent Institutions, . 10
Public Libraries and Scientific Institutions, . . 12
Colleges, Schools, etc., . . 13
Hotels, ... 14
Restaurants, ... 18
Churches, ... 19
Theatres, etc., ... 23
Piers (Location of), . . . 24
Railroads, ... 25
City Railroads, ... 29
Ocean Steamers, ... 30
Steamboats, ... 31
Ferries, ... 33
Coach Hire, ... 34
Principal Stores, . . . 35
Central Park, ... 35
Advertisement of E. V. Haughwout, p. 2 of cover.
Fares by Rail, . p. 3 "

GENERAL VIEW

OF THE

CITY OF NEW YORK.

New York, the capital of the County of the same name,—the commercial metropolis and most populous city of the Western World, and one of the largest cities on the face of the globe,—is situated on the island of Manhattan, at the mouth of the Hudson river. The island of Manhattan (which name, in the Indian language, means "the place of drunkenness,") was discovered on the 12th of Sept. 1609, by Henry Hudson, an English navigator, but, at that time, in the service of the Dutch East India Company. A Dutch colony was soon established on the southern extremity of the island, receiving the title of New Amsterdam; which name it kept until 1664, when it was changed to the name of New York, in honor of the Duke of York, to whom the whole territory occupied by the Dutch in America was granted by his brother, Charles II.

The limits of our little book would not permit our entering into a minute description of the growth of the Empire City, from its infancy up to the present time,—such details we shall leave for history to enumerate; and, passing over what every one knows, or is supposed to know, we shall content ourselves with placing before the visitor that kind of information which is ever necessary to a stranger, in order to render his sojourn at once advantageous and agreeable in such a metropolis as New York. The early progress of the city was perhaps not more slow than in later years, since we see that, in 1656,

it contained some 120 houses and 1000 inhabitants. Under the British rule, very little advance was made for several years; but the iron rod of tyranny was most sensibly felt in the prohibition of the establishment of a newspaper in the colony. Such was the act with which James II. inaugurated his accession to the throne of England in 1685. The progress of the city was comparatively rapid for the remainder of the century; and, with the commencement of the 18th, the real prosperity of New York began. Most of the principal streets were paved about 1703. The first school was opened in 1705; and, twenty years later, the first newspaper was published, the "New-York Gazette," which, eight years afterwards, in 1733, was followed by its political rival, the "Weekly Journal." These events may be regarded as the starting-point of the future development of the Imperial City, both as to commerce and the diffusion of knowledge amongst the people. In 1729, the city received from England that best of all channels for the flow of intellectual light—a Public Library—composed of more than 1,600 volumes; a public Classical Academy was founded about the same time; and we see that, while learning was being generalized in the colony, mercantile interests were not forgotten, notwithstanding the severe trials of fire, pestilence, and insurrection through which the young city had to pass, in 1741 and 1743. Two hundred ships, laden principally with flour and grain, sailed, in 1750, from the port of New York: five years later, exportations had doubled; and commerce continued flourishing, in the same proportion, until the final rupture of the friendly relations between the American colonies and the mother country.

A Congress of delegates assembled in New York in 1765, to prepare a declaration of their rights and grievances: the public mind was raised to the highest pitch of excitement, by the passing, in 1765, of the celebrated Stamp Act, which was immediately followed by an agreement, on the part of the

colonial merchants, against the importation of all descriptions of merchandise: the "Sons of Liberty" were organized to oppose the *Act;* and the governor was burned in effigy. During the eight years of war that ensued, the inhabitants of New York saw their city occupied by the British troops, their public edifices converted into prisons and stables, and about 500 houses laid in ashes, by a fearful fire (1776), supposed to have been the work of an incendiary. Finally, however, the Republic was, by the patriotic perseverance of her sons, freed from the British yoke; and on the 25th of Nov. 1783, the English troops evacuated the city for ever. The day is still annually celebrated in New York with a magnificent military turn-out, becoming the anniversary of so memorable and happy an event.

The population of the city, which had now reached 22,000, became doubled in the course of the ten years following.

In spite of another destructive fire, which, in 1778, destroyed 300 buildings, and of the large number of victims carried off, in 1791, by yellow fever, the city had increased considerably the number of its buildings, and doubled its population, in the ten years following the war of Independence.

Notwithstanding the disasters already referred to, New York continued to prosper; and each successive calamity, so far from checking or retarding her growth, seemed, on the contrary, to lend new vigor to the active spirit of her enterprising sons. The rapid development of her maritime resources had already become the admiration of the world. Her commerce extended to every nation; and her ships were found in every sea. Inland navigation, too, received considerable impulse by the opening of the Erie canal, completed in 1825, and afterwards enlarged; the whole cost amounting to about $40,000,000.

The history of cities, like that of nations, has its gloomy as well as its bright pages. In 1832, the inhabitants of New York were decimated by Asiatic

Cholera—4,000 persons falling victims to its ravages; in 1835, about 600 buildings were destroyed by fire, in a single night, the estimated loss of property being $20,000,000; and as, with undaunted energy, the city was rising anew from out its ashes, the financial crisis of 1837 burst upon her, spreading bankruptcy all around. The check produced by these calamities was, however, of no serious nature, and, in proof of that, we observe an increase of more than fifty per cent. in the population of the city from 1830 to 1840. The introduction of the Croton water, in 1842, added very considerably to the comfort and convenience of the inhabitants of New York. Several times has cholera made its appearance in the city; but the most fatal visits of that dreadful emissary of Death were those of 1832 and 1849, in the first of which it carried off nearly 4,000 persons, and in the second more than 5,000. We shall notice but two more of the most deplorable disasters, by fire, suffered by New York during the present century: one was in 1845, when $5,000,000 worth of property was devoured by the flames; and the other, in 1858, resulting in the total destruction of the New York Exhibition Building, a magnificent Crystal Palace, in the form of a Greek cross, measuring 365½ feet in diameter in every direction, with galleries, and a dome 123 feet high, and 100 feet wide; the flooring covered 5¼ acres. The edifice was entirely of glass and iron. Another financial crisis came in 1857, but, though it caused a temporary check to the commercial interests of the city, was not attended by consequences of any serious nature.

NEW YORK AS IT IS.

After the rapid glance we have just cast on the early history of the Imperial City, let us look, for a moment, on the picture it presents at the present day.

New York has undergone so many and important

changes as to astonish even the resident, in his comparison of what she was, at a very recent period, with what she is now, in 1866.

After the hurried sketch given above, what visitor will not be astounded, on surveying the Broadway of to-day, with its double line of palatial buildings, all devoted to commerce; its magnificent pavement; the busy crowds that hurry along its spacious sidewalks; and the numberless vehicles, public and private, that hourly thread their way throughout its entire length.

Manhattan Island, on which, as has already been stated, the city is built, is divided by survey into 141,486 lots, some 80,000 of which are at present built upon. The following are the limits of the island: On the North, Harlem river; on the East, the East river, which connects the bay with Long Island Sound; on the West, the North river (or, as it is also called, the Hudson, in commemoration of Henry Hudson, its discoverer), which separates the State of New York from the State of New Jersey; and on the South, the celebrated Bay of New York, which, if it be rivalled, is not surpassed in beauty of scenery or in accommodations for shipping, by any other in the world. The lower part of the island, or "down town," is now chiefly occupied by commercial houses, the architectural magnificence and colossal proportions of many of which command the admiration of the visitor; while the upper part, or "up town," is devoted to private residences, the splendid and spacious streets and avenues being closely studded with luxurious mansions, the majority of which at once announce the fine taste and opulence of their owners, many of them costing $50,000 to $200,000 each, and not a few $1,000,000. But one of the most striking points of interest presented to the stranger in New York is, beyond all doubt, its magnificent churches, which at present number about 350, of all denominations. The palatial appearance and dimensions of the larger number of our hotels are surely of an imposing na-

ture. The Louvre hotel, in Paris, would give but a faint idea of these caravansaries, in which the traveller finds everything essential to his comfort and convenience, in the widest acceptation of the term. Nor are the stately public edifices of our city less worthy the attention of the stranger. The monumental dimensions of the U. S. Treasury building and the Custom House are in thorough keeping with the mercantile importance of this London of the West, in which are concentrated one half of the whole commercial transactions of the entire Union with all nations. The port or bay of New York, the aggregate of whose waters represents the enormous mass of 3,170,122,000 cubic yards, is certainly one of the finest and most spacious in the world.

The distribution of the lower part of the city is generally irregular, and many of the streets are very tortuous; but up town, on the contrary, the distribution is extremely regular, the avenues and streets bisecting each other at right angles. The avenues are each 100 feet wide, the distance between them being 800 feet; and the cross streets, 60 feet, except 14th, 23d, 34th, etc., which are each 100 feet wide. There are now rather more than 200 miles of paved streets in the city, the pavement most generally being cobble-stone, though for some years past the square block, or Belgian pavement, has been extensively employed, and iron, though with unsatisfactory results, in one or two streets down town.

The rapid extension of the limits of New York City, especially since the beginning of the present century, has contributed to the formation of some of the fabulous fortunes of our wealthy citizens, by the enormous increase in the value of real estate, which, in every direction, and chiefly in the lower part of the city, has advanced tenfold, in an incredibly short space of time. The enhancement of rents must follow, as a natural consequence; and the rents of buildings in and about Wall street have

risen to a point beyond all belief. The aggregate rent of the white marble building on the corner of Nassau and Cedar streets is said to amount to $250,000 per annum. Brokers' offices range from $2,000 to $4,000 a year; hence, it is no strange thing to see six or more desks huddled together within the limits of a single basement. Trinity Building, in Broadway, by the side of the church of the same name, is, considering its cost, the most profitable rental in the known world: finished in 1852, at a cost of $200,000, it then brought a rent of $30,000, and since that time the rate has gradually advanced, the aggregate rent-roll being now $175,000. Trinity Building is now principally occupied by Pennsylvania coal-mining companies, and a second-class office commands $1,000. The yearly amount of coal transactions, in this building alone, is estimated at 2,000,000 tons.

So much for the general view of the Empire City. We must now point out to the stranger the various points of interest in the metropolis, one by one, so as to save him much useless expenditure of time and exertion.

PUBLIC BUILDINGS.

THE CITY HALL,

Situated in a park of an area of ten acres, is an elegant building, of the Italian style. Its dimensions are 216 by 105 feet, and three stories high. The front is of white marble, and the rear of brown stone; and the corner-stone of the edifice was laid on the 20th of September, 1803. It is occupied by the mayor, common council, and other public officers. To the east of the City Hall stands the HALL OF RECORDS.

THE UNITED STATES TREASURY AND ASSAY OFFICE

Is a grand and imposing structure, extending along Nassau, from Pine to Wall streets, having Doric

porticos on each of the two latter streets. It is built of white marble, and the dome is supported by sixteen Corinthian colums. Cost, $1,175,000.

THE CUSTOM HOUSE.

This is a superb edifice, of Quincy granite. Dimensions, 200 by 165 feet, and 77 feet high, with a dome 124 feet high. This was formerly the Merchants' Exchange. Cost $1,800,000.

THE NEW YORK POST OFFICE.

This quaint old edifice, formerly the Middle Dutch Church, is located in Nassau street, between Liberty and Cedar streets. The old wooden steeple of this building was the scene of Franklin's experiments in "stealing fire from heaven."

THE TOMBS.

Such is the vulgar name of the Halls of Justice, or City Prison, which forms, in a series of massive buildings, of the Egyptian style, a square bounded by Elm, Centre, Leonard, and Franklin streets, severally. The Tombs contains 150 cells; and criminals condemned to death are executed in the inner court.

THE CITY ARMORY,

Situated at the junction of White and Elm streets, extends thirty feet on the latter and eighty-four on the former.

HOSPITALS, ASYLUMS, AND BENEVOLENT INSTITUTIONS.

THE NEW YORK HOSPITAL

Is situated in Broadway, opposite Pearl street, and is approached through an avenue of noble elm trees. The grounds take in an area of about two acres. Separate wards for contagious diseases.

THE BLOOMINGDALE ASYLUM FOR THE INSANE,

Situated on the Bloomingdale Road, about seven miles from the City Hall, is a branch of the New York Hospital.

THE NEW YORK ORPHAN ASYLUM,

In Bloomingdale, near W. 80th street, is a neat structure; under its roof, from 200 to 300 children enjoy the blessings and comforts of a well-organized home.

THE INSTITUTION FOR THE DEAF AND DUMB

Is situated at Washington Heights; the grounds embrace an area of 37 acres. This benevolent institution was incorporated in 1817, and has been attended with most flattering results.

THE INSTITUTION FOR THE BLIND,

In Ninth avenue, is a handsome and spacious stone building, with grounds 800 by 200 feet. There are about twenty teachers employed in educating a number of pupils, not usually exceeding 200, in the usual branches of knowledge,—instructing them, at the same time, in the several departments of trade.

THE HOUSE OF INDUSTRY,

Situated in the Five Points, presents one of the leading features of benevolent institutions in this country. Through its wholesome influence, under the zealous conduct of the Rev. Mr. Pease, much has been done in the course of a very few years towards morally and materially ameliorating the condition of that once squalid den of crime.

There are, besides the above, several other institutions well worthy the attention of the stranger. The following are the most important:

Emigrant Refuge and Hospital, Ward's Island (ferry, foot of E. 110th st.); office, Castle Garden.

House of Refuge, Randall's Island.

Lunatic Asylum, W. 117th street, near Tenth av.

PUBLIC LIBRARIES AND SCIENTIFIC INSTITUTIONS.

The foremost in the list is the

ASTOR LIBRARY,

A magnificent brick building, in Lafayette Place, between E. 4th street and Astor Place, endowed by a legacy from John Jacob Astor. It has now about 117,000 volumes, on every branch of literature, science, and art, free to the public for reference only —no books being permitted to be taken out of the building. Open from 9 A.M. until 4 P.M., every day, except Sunday.

THE COOPER INSTITUTE.

This noble edifice, due to the munificence of Peter Cooper, Esq., is a stately structure, occupying a whole block, and facing on Seventh street, Eighth street, Fourth avenue, and Third avenue. There are a free reading room, and a free library; rooms for paintings, experiments, and the use of artists; besides an immense lecture-room, situated in the basement. Open from sunrise until 10 P. M.

THE MERCANTILE LIBRARY ASSOCIATION,

In Clinton Hall, Astor Place, comprises a copious library and a reading room, well stocked with valuable journals and periodical works from the principal countries of Europe. Admission by subscription of $5 per annum; clerks, $3.

THE NEW YORK SOCIETY LIBRARY

Is a handsome building, in University Place, between 12th and 13th streets. About 40,000 vols. Admission by subscription of $10 per annum.

CITY LIBRARY,

In the City Hall; open daily to the public.

There are besides, in New York, many other libraries of minor importance.

NEW YORK HISTORICAL SOCIETY,

Corner of E. 11th street and Second avenue.

THE AMERICAN INSTITUTE,

At Cooper Union, has an excellent library of works on mechanical arts.

Besides the foregoing libraries there are—

Apprentices', 472 Broadway.
New York Law Institute, 41 Chambers street.
Printers', 3 Chambers street.
Woman's, 80 White street.
Young Men's Christian Association, 161 Fifth avenue and 76 Varick street.

COLLEGES, SCHOOLS, ETC.

THE NEW YORK UNIVERSITY,

Marble edifice, in Washington Square.

COLUMBIA COLLEGE,

Located in E. 49th street, near Fifth avenue.

THE NEW YORK FREE ACADEMY,

Lexington avenue, corner of E. 23d street.

One of the prominent features of New York is her grand system of free schools; of these, there are nearly three hundred in the city. They are open daily to visitors.

THE NATIONAL ACADEMY OF DESIGN

Is a magnificent structure, in the Gothic style, located at the corner of Fourth avenue and E. 23d street. Cost of building, $150,000.

THE INSTITUTE OF FINE ARTS,

625 Broadway. A fine collection of paintings and statuary, on exhibition. Admission, 25 cents.

HOTELS.

THE ST. NICHOLAS,

A magnificent white marble six-story edifice, on the west side of Broadway, between Broome and Spring streets, contains six hundred luxurious apartments, capable of accommodating one thousand guests. Distance from City Hall, $\frac{3}{4}$ mile. Spotts & Hawk, proprietors. The hotel is under the direction of Mr. Samuel Hawk.

THE FIFTH AVENUE HOTEL

Is a splendid six-story building, of white marble, and of gigantic dimensions, situated at the junction of 23d street and Fifth avenue, opposite Madison Park. It fronts on three streets, contains upwards of one hundred elegant suites of apartments, and ample accommodations for more than one thousand persons. There is an elevator, on the principle of Archimedes' screw, for the convenience of guests. Distance from City Hall, $2\frac{1}{4}$ miles. Darling, Griswold & Co., proprietors.

THE METROPOLITAN HOTEL,

A magnificent six-story brown freestone house, situated on Broadway, between Houston and Prince streets, affording luxurious accommodations for about 800 guests. Distance from City Hall, $\frac{7}{8}$ mile. S. Leland & Co., proprietors.

THE SOUTHERN HOTEL.

(Late Lafarge House.)

This elegant hotel, situated also on Broadway, and facing Bond street, has seven stories, is built of white

marble, and can accommodate four hundred guests, in a style not inferior to that of any other first-class hotel in the city. Distance from City Hall, 1¼ mile. Henry Bruce, proprietor.

THE ASTOR HOUSE,

A massive six-story granite building, facing the City Hall Park. Accommodations for six hundred guests, either on the American or European plan. Oldest of the New York first-class hotels. Proprietors, Stetson & Co.

THE ST. JAMES HOTEL,

Another fine house, situated on Broadway, at the corner of 26th street. Distance from City Hall, 2⅜ miles. Lachmeyer & Hotchkiss, proprietors.

THE ALBEMARLE,

Located at the corner of Broadway and 24th Street, is a very elegant and commodious hotel. Distance from City Hall, 2¼ miles. G. D. Ives, proprietor.

THE HOFFMAN HOUSE

Is a new and first-class white marble edifice, on Broadway, in front of Madison Park. Irreproachable accommodations are found in this fashionable house for 350 to 375 guests, on the European plan. Distance from City Hall, 2¼ miles. Mitchell & Read, proprietors.

NEW YORK HOTEL.

This large and well-conducted establishment, situated on Broadway, extends from Washington Place to Waverley Place, is five stories high, and accommodates (on the European plan) about 400 persons. Distance from City Hall, 1¼ mile. Hiram Cranston, proprietor.

THE CLARENDON HOTEL

Is a handsome house, at the corner of Fourth ave-

nue and E. 18th street. The apartments are arranged in suites, with excellent appointments. Distance from City Hall, 1⅞ mile. Charles H. Kerner, proprietor.

HOTEL DIEZ.

(Prescott House.)

A splendid edifice, in Broadway, north corner of Spring street, remarkable for its luxurious outfit, and accommodating four hundred guests. Distance from City Hall, ¾ mile. Frederick Diez, proprietor.

THE EVERETT HOUSE,

Occupying the northeast corner of Union Square and E. 17th street, is at once an elegant and convenient establishment, and capable of accommodating some 250 guests. Distance from City Hall, 1⅞ mile. William B. Borrow, proprietor.

GRAMERCY PARK HOUSE,

Situated between E. 20th and E. 21st streets, and facing the delightful little Park of the same name, is one of the largest, and at the same time most fashionable hotels in New York. Eight hundred guests can find in it ample and luxurious accommodations, together with irreproachable attendance. Distance from City Hall, 2 miles. Curtis Judson, proprietor.

THE BRANDRETH HOUSE

Is a spacious and well-conducted hotel, on the European plan, located in Broadway, extending from Canal to Lispenard street. Apartments in suites, or otherwise, as desired. Distance from City Hall, ⅜ mile. William J. Kerr, proprietor.

ST. DENIS HOTEL,

Located at the corner of Broadway and E. 11th street, is one of the most beautiful structures of that part of the town. It is conducted on the European plan, and the distribution and outfit of its apartments

are admirable. Distance from City Hall, $1\frac{5}{8}$ mile. Thomas E. Stewart, proprietor.

THE BREVOORT HOUSE

Is another magnificent establishment, on the European plan, situated at the corner of Fifth avenue and Eighth street. Apartments magnificently fitted up. Distance from City Hall, $1\frac{3}{8}$ mile. Albert Clark, proprietor.

There are also—

Bancroft House, 904 Broadway.
Barcelona, 23 Great Jones street.
Belmont, 133 Fulton street.
Belvidere, 151 Fourth avenue.
Continental, 442 Broadway.
De l'Amérique du Sud. 96 East Houston street.
De l'Europe, 21 East Houston street
Delmonico, 1 East 14th street.
Earle, 241 Canal street.
Eastern, 64 Whitehall street.
Fijux, 10 Waverley Place.
French's, Chatham, cor. Frankfort.
Girard, 129 Chambers street.
Hone, 682 Broadway.
Howard, 178 Broadway.
Irving House, 825 Broadway.
Jones House, 734 Broadway.
Lovejoy's, 31 Park Row.
Marble House, 12 Union Place.
Merchants', 41 Cortlandt street
National, 5 Cortlandt street.
Occidental, 622 Broadway.
Pacific, 172 Greenwich street.
Park Hotel, 12 Beekman street.
St. Germain, 22d street, cor. Broadway.
Spingler House, 5 Union Place.
Stevens House, 27 Broadway.
Sweeny, 68 Chatham street.
Union Place, Broadway, cor. E. 14th street.
Western, 9 Cortlandt street.

RESTAURANTS.

Although New York abounds in restaurants, the stranger will, perhaps, be pleased to have pointed out to him those enjoying the highest reputation in the triple point of view—of table, service, and fashion. Here follow the most celebrated. We shall commence with the far-famed

LE PAVILLON,

No. 688 Broadway; Band of Music every evening, commencing at eight o'clock.

DELMONICO'S

Is a most magnificently-appointed restaurant, comprising regular saloons, private cabinets, and apartments for dinner-parties, situated at the corner of Fifth avenue and 14th street. There are two other renowned restaurants down town, belonging also to Delmonico: one at the corner of Chambers street and Broadway, and the other at the junction of Beaver and William streets.

THE MAISON DORÉE

Is a most tastefully fitted house, on the south side of 14th street and Union Square. As at Delmonico's, accommodations can be found here, either in public saloon or at private table, for parties large or small.

THE HOFFMAN HOUSE RESTAURANT,

Connected with the fine hotel of the same name, situated at the corner of Broadway and 25th street, and opposite Madison Park, is also a first-class saloon, patronized almost exclusively by the "upper ten."

CHURCHES.

BAPTIST.

Laight Street, cor. Varick st.; Robert McGonegal.
Madison Avenue, cor. E. 31st street; Henry G. Weston.
Tabernacle, 162 Second avenue; J. R. Kendrick.
Antioch, 264 Bleecker street; John Q. Adams.
Calvary, 50 W. 23d street; R. J. W. Buckland.
First, 354 Broome street; Thomas D. Anderson.

CONGREGATIONAL.

Church of the Puritans, Union Place, cor. E. 15th street; G. B. Cheever.
Tabernacle, Sixth avenue, cor. W. 34th street; J. P. Thompson.

DUTCH REFORMED.

Collegiate, Lafayette pl., cor. E. 4th street; Thomas Dewitt.
South, Fifth avenue, cor. W. 21st st.; E. P. Rogers.
Washington Square, East cor. of Washington place; Mancius S. Hutton, minister.
Manhattan, 71 Avenue B; Ebenezer Wiggins, minister.

FRIENDS.

Twentieth Street, E. 20th street, near Third av.
Twenty-seventh Street, 43 W. 27th street.

JEWISH SYNAGOGUES.

Darech Amuno, 164 Greene street; R. Moskowitz, minister; W. Horn, pres.
Shaarai Tephila, 112 Wooster street.
Shearith Israel, W. 19th street, near Fifth avenue; J. J. Lyons, minister, and J. A. Cecassis, pres.

LUTHERAN.

St. Paul's, 226 Sixth avenue; F. W. Geissenhainer.

METHODIST EPISCOPAL.

Presiding Elders:
New York district, M. D. C. Crawford; New York E. district, E. E. Griswold.
Alanson, 52 Norfolk.
Eighteenth street, 193 W. 18th street.
Greene Street, 59 Greene street.
St. Paul's, cor. E. 22d street and Fourth avenue.
Washington Square, 137 W. 4th street.

AFRICAN METHODIST EPISCOPAL.

African Union, 161 W. 15th; R. G. Wilson.

METHODIST PROTESTANT.

First, 87 Attorney street; W. C. Clark.

PRESBYTERIAN.

Brick, Fifth avenue, cor. W. 37th street; Gardiner Spring.
Fifth avenue, cor. E. 19th street; N. L. Rice.
First, Fifth avenue, cor. W. 11th street; William M. Paxton.
Madison Square, Madison avenue, cor. E. 24th street; William Adams.
Scotch, 53 W. 14th street; Joseph McElroy.
University Place, cor. Tenth street; A. H. Kellogg.

UNITED PRESBYTERIAN.

Eleventh street, 33 E. 11th street; T. A. McGill.
Seventh avenue, 29 Seventh avenue; James Harper.
West Twenty-fifth Street, 161 W. 25th street; James Thompson.

ASSOCIATE REFORMED PRESBYTERIAN.

Fourth, 157 Thompson street; William Freeland.

REFORMED PRESBYTERIAN.

First, 123 W. 12th street; T. N. McLeod.

PROTESTANT EPISCOPAL.

Rt. Rev. Horatio Potter, bishop; house 33 W. 34th street.

Annunciation, 110 W. 14th street; S. Seabury, rector.

Ascension, Fifth avenue, cor. 10th street; John Cotton Smith, rector.

Calvary, Fourth avenue, cor. E. 21st street; A. Washburn, rector.

Christ, Fifth avenue, cor. E. 35th street; F. C. Ewer, rector.

Du St. Esprit, 30 W. 22d street; A. Verren, rector.

Grace, 800 Broadway; Thomas U. Taylor, rector.

Holy Communion, Sixth avenue, cor. W. 20th street; W. A. Muhlenberg, rector.

Incarnation, E. 35th street, cor. Madison avenue; Henry E. Montgomery, rector.

Our Saviour (floating), foot of Pike street; Robert W. Lewis, minister.

Redemption, 98 E. 14th street; R. G. Dickson, minister.

St. Bartholomew's, Lafayette Place, cor. Great Jones street; S. Cook, rector.

St. George's, Rutherford Place, cor. E. 16th street; Stephen H. Tyng, rector. (The Church is rebuilding. Services held temporarily in Irving Hall.)

St. Paul's, Broadway, cor. Vesey street; B. F. Haight, minister.

St. Thomas, Broadway, cor. Houston street. (Pulled down. Services held in Grace Church, by Dr. Morgan.)

Transfiguration, E. 29th street, near Fifth avenue; G. H. Houghton, rector.

Trinity, Broadway, cor. Rector street; Morgan Dix, rector; F. Vinton and F. Ogilby, assistant ministers.

Zion, Madison avenue, cor. E. 38th street; Horatio Southgate, rector.

ROMAN CATHOLIC.

Most Holy Redeemer, 165 Third street; priest, M. Leimbruger.
Immaculate Conception, 245 E. 14th street; W. P. Morrogh.
St. Ann's, 140 Eighth street; E. S. Preston.
St. Bridget's, Avenue B, cor. Eighth street; Thos. J. Mooney.
St. Francis Xavier, 46 W. 16th street; J. Loyzance.
St. Patrick's Cathedral, Mott street, cor. Prince street; Most Rev. John McCloskey, archbishop; Very Rev. William Starr, vicar general.
St. Stephen's, 93 E. 28th street; E. McGlynn, priest.
St. Vincent de Paul, 127 W. 23d street; Annet Lafont.

UNITARIAN.

All Souls, Fourth avenue, cor. E. 20th street; H. W. Bellows, minister.
Messiah, E. 28th street, cor. Madison avenue; S. Osgood.

UNIVERSALIST.

Fourth, 548 Broadway; E. H. Chapin, minister. (Being pulled down. Services held temporarily in Cooper Institute.)
Sixth, 116 W. 20th street; E. G. Brooks.

Miscellaneous.

Mariners', Madison, cor. Catharine; E. D. Murphy, minister.
Messiahs', 7 Seventh avenue; P. Hawkes, minister.
Swedenborgian First New Church Society, 68 E. 35th street; Chauncey Giles, minister.
Wesleyan Methodist Church of the Pilgrims, 235 W. 48th street; Seymour A. Baker, minister.

	Admission.	Reserved Seats.	Orchestra Chairs.	Dress Circle.	Priv boxes of do.	Private Boxes.	Family Circle.	Commences
NIBLO'S GARDEN, Metropolitan Hotel, B'way....	$0.75	$1.00	$1.50	$1.00	$1.50	$ 8, 9, 10	$0.50	8 P. M.
WINTER GARDEN, Southern Hotel, B'way.....	"	"	"	0.75	"	10.00	"	"
WALLACK'S THEATRE, B'way, cor. 13th St.....	"	"	"	"	"	"	"	"
BROADWAY Do. B'way, bet. Grand & Broome	0.50	0.75	1.00	0.50		8.00	"	"
OLYMPIC THEARE, B'way, bet. Houston & Bleecker	0.75	1.00	1.50	0.75	"	10.00	"	"
WOOD'S THEATRE, B'way, opposite St. Nicholas...	0.50	0.75	0.75	0.50		8.00	"	"
NEW BOWERY, THEATRE, Bowery, bet. Canal & Hester.....	0.35	0.50	0.75			5, 7		"
OLD BOWERY, THEATRE, Bowery, bet. Bayard & Canal.....	"	"	"			"		"
GERMAN THEATRE	"	"	"			"		"
FRENCH Do., West 14th St., near Sixth av..	0.75					5 to 10		"
BRYANT'S MINSTRELS, 472 B'way.....	0.50	0.75						"
FIFTH AVENUE OPERA HOUSE, 24th St., adjoining Fifth Avenue Hotel.....	"	"						"
MUSEUM OF ANATOMY, 618 Broadway.....	0.25							"
SAN FRANCISCO MINSTRELS, B'way, op. Metropolitan Hotel.....	0.50	0.75						"
NEW YORK CIRCUS, East 14th St. op. Irving Place	0.50	0.75						"
CHIARINI'S CIRCUS, Bleecker st. bet. Perry & Charles	0.50	0.75						"
BARNUM'S NEW MUSEUM (from sun-rise until 11 P. M.), B'way, bet. Spring & Prince.....	0 30,	Parquet, 60 cts.; Orchestra, 90 cts.						

LOCATION OF PIERS.

NORTH RIVER.

No.
1, foot Battery pl.
2, 3, bet. Battery pl. and Morris
4, foot Morris
5, 6, 7, bet. Morris and Rector
8, foot Rector
9, 10, bet. Rector and Carlisle
11, foot Carlisle
12, " Albany
13, bet. Albany and Cedar
14, foot Cedar
15, Liberty
16, bet. Liberty and Cortlandt
17, 18, foot Cortlandt
19, bet. Cortlandt & Dey

No.
20, foot Dey
21, " Fulton
22, bet. Fulton and Vesey
23, foot Vesey
24, bet. Vesey and Barclay
25, foot Barclay
26, bet. Barclay and Robinson
27, foot Robinson
28, " Murray
29, " Warren
30, " Chambers
31, " Duane
32, bet. Duane and Jay
33, foot Jay
34, " Harrison

No.
35, foot Franklin
36, " North Moore
37, " Beach
38, " Hubert
39, " Vestry
40, " Watts
41, " Hoboken
42, " Canal
43, " Spring
44, bet. Spring and Charlton
45, foot Charlton
46, " King
47, " W. Houston
48, " Clarkson
49, " Leroy
50, " Morton
51, " Christopher

EAST RIVER.

No.
1, 2, foot Whitehall
2, " Moore
4, bet. Moore & Broad
5, bet. Broad and Coenties s.
6, 7, 8, Coenties sl.
9, 10, bet. Coenties and Old slips
11, 12, Old slip
13, bet. Old slip and Gouverneur la.
14, foot Jones la.
15, 16, foot Wall
17, foot Pine
18, " Maiden la.
19, " Fletcher
20, 21, foot Burling sl.

No.
22, foot Fulton
23, " Beekman
24, bet. Beekman & Peck slip
25, 26, foot Peck slip
27, " Dover
28, bet. Dover and Roosevelt
29, foot Roosevelt
30, bet. Roosevelt & James
31, 32, foot James
33, foot Oliver
34, 35, foot Catharine
36, bet. Catharine & Market
37, 38, foot Market

No.
30, bet. Market and Pike
40, 41, foot Pike
42, bet. Pike & Rutgers
43, 45, foot Rutgers
45, bet. Rutgers and Jefferson
46, foot Jefferson
47, bet. Jefferson and Clinton
48, foot Clinton
49, bet. Clinton and Montgomery
50, foot Montgomery
51, 52, foot Gouverneur

New York and Erie Railroad.—*From foot of Chambers street, N. R.*

7.45 A. M.—Express Train for Rochester, Salamanca, Buffalo, and Dunkirk, connecting at Buffalo with the Lake Shore and Grand Trunk Railways, and at Salamanca with the Atlantic and Great Western Railway, for all points West and South; also connects at Graycourt for Warwick.

8.30 A. M.—Accommodation Train daily, for Otisville and intermediate stations.

10.00 A. M. Express Mail Train, stopping at all principal stations, for Buffalo, Salamanca, and Dunkirk, making direct connections, as above.

3.00 P. M.—Way Train for Middletown (except Sundays.)

4.30 P. M.—Way Train for Newburgh, Norwich, Port Jervis, and intermediate stations.

5.30 P. M.—Night Express for Salamanca, Dunkirk, and Buffalo, making connections as above.

6.00 P. M—Way Train for Suffern and intermediate stations.

7.00. P. M —Lightning Express, for Buffalo and Rochester daily, and to Dunkirk and Salamanca (except Saturday), making connections as above.

8.00 P. M.—Accommodation Train, daily, for Dunkirk, Salamanca, Rochester and Buffalo, connecting with Mail Trains on the Lake Shore and Atlantic & Great Western Railroads, for all points West and South.

Trains leave Jersey City, for Paterson, at 7, 8, 8.45, 9.30, and 10.17, a.m., 12, m., 2, 3.15, 4.30, 4.45, 5.30, 5.50, 6.15, 6.45, 8.15, and 11.15, p.m. On Sunday, 8.30, a.m., and 4.30, 7, 8.15, 11.15, p.m.

Hudson River Railroad.—*From Thirtieth Street, near Tenth Avenue.*

6.40 A. M—Poughkeepsie Way Mail and Passenger Train, stopping at all stations.

7.45 A. M.—Albany and Troy Express Train, for Buffalo and Suspension Bridge, stopping at Yonkers, Peekskill, Garrison's, Fishkill, Poughkeepsie, Rhinebeck, Tivoli, Catskill Station, and Hudson.

9.25 A. M.—Sing Sing Way Passenger Train.

10.00 A. M.—Albany and Troy Passenger and Mail Train, connecting at Albany with trains for the West, and at Troy, with trains for the North, stopping at Yonkers, Tarrytown, Sing Sing, Peekskill, Garrison's, Cold Spring, Fishkill, New Hamburgh, Poughkeepsie, and all stations north, except Livingston.

12.30 A. M.—Poughkeepsie Way Passenger Train.

2.30 P. M.—Poughkeepsie Way Passenger Train.

4.00 P. M.—Albany and Troy Express Passenger Train, connecting at Albany with train for the West, and at Troy, with train for Montreal, stopping at Peekskill, Garrison's Cold Spring, Fishkill, New Hamburg, Poughkeepsie, and all stations north.

4.15 P. M.—Peekskill Express Passenger Train, stopping at Riverdale, Yonkers, and all stations north.

4.30 P. M—Tarrytown Way Passenger Train.

5.15 P. M.—Poughkeepsie and Albany Passenger Train, stopping at Yonkers, and all stations north, except Cornwall.

6.25 P. M.—Sing Sing Way Passenger Train.

7.00 P. M.—Albany Express Passenger Train, for Buffalo and Suspension Bridge, stopping at Peekskill, Garrison's, Fishkill, Poughkeepsie, Rhinebeck, and Hudson. On Sunday, this train runs to Troy.

11.00 P. M.—Albany and Troy Passenger and Express Freight Train, connecting at Albany with early train for Buffalo and Suspension Bridge, and at Troy, with Trains for the North, stopping at 152d Street, Riverdale, Yonkers, Dobbs' Ferry, Tarrytown, Sing Sing, Peekskill, Fishkill, Poughkeepsie, Rhinebeck, Tivoli, and Hudson.

Central Railroad of New Jersey.—*From foot of Liberty street, N. R.*

7.00 A. M—Western Express Train, connecting at Easton with trains for Mauch Chunk, Williamsport, Wilkesbarre, Mahoney City, etc., stopping at Elizabeth, Plainfield, Somerville, Easton, and all points west to Harrisburg.

8.00 A. M.—Mail Train for Flemington, Easton, Water Gap, Scranton, Wilkesbarre, Great Bend, Pittston and Binghamton, stopping at Bergen Point, Elizabeth, and all stations beyond, to Easton.

9.00 A. M.—Western Express Train for Easton, Allentown, Harrisburg, Pittsburg, and the West, stopping at Elizabeth, Plainfield, Somerville, Delaware, and Lackawanna Junction, Easton, Reading, and Altoona, connecting at Harrisburg with Northern, Central, and Philadelphia and Erie Roads.

12.00 M.—Easton, Allentown, Mauch Chunk, Reading, Pottsville, and Harrisburg, stopping at all stations beyond Elizabethport, to Allentown, except Raritan, Lebanon, and Spruce Run.

4.00 P. M.—For Easton, Scranton, Great Bend, Bethlehem, and Mauch Chunk, stopping at Elizabeth and all stations beyond.

5.00 P. M.—For Somerville and Flemington, stopping at all stations but Communipaw, Bay Cemetery, Salterville, Bergen Point, and Elizabethport.

6.15 & 7.30. P. M.—For Somerville, and all Way Stations.

8.00 P. M.—Western Express Train for Easton, Allentown, Reading, Harrisburg, Pittsburg, and the West, stopping at Elizabeth, Somerville, Delaware and Lackawanna Junction, Easton, Bethlehem, Allentown, and Reading. Sunday, 8.00 p. m., making no stops on Central Railroad.

New York and New Haven Railroad.—*From cor. Fourth Avenue and 27th Street.*

7.00 A. M.—New Haven and Intermediate Stations, Accommodation Train, connecting at Norwalk for Danbury and way stations.

8.00 A. M.—Boston Express Train, via Hartford, Springfield, and Worcester, stopping at Stamford, Norwalk, and Bridgeport, connecting at Springfield with Connecticut River and Vermont Railroads, to Ogdensburg, Montreal, and the White Mountains; connecting at Hartford for Providence; connecting at Bridgeport for the Housatonic and Naugatuck Railroads, and at New Haven with New London Railroad, for Norwich and Way Stations.

9.30 A. M.—Norwalk and Intermediate Stations, Special Train.
11.30 A. M.—New Haven and Intermediate Stations, Accommodation Train.
12.15 P. M.—Boston Express Train, via New London, Stonington, and Providence, stopping at Stamford, Norwalk, and Bridgeport, connecting at New Haven with Accommodation Train for Hartford and Springfield, and Connecticut River Railroad to Montreal; at Hartford with Hartford, Providence and Fishkill Railroad, and at New Haven with Canal Railroad, for Northampton.
2.15 P. M.—Stamford Special Train, stopping at all stations.
3.00 P. M.—Boston Express Train, via Hartford, Springfield and Worcester, stopping at Stamford, Norwalk, and Bridgeport, connecting with the New London Railroad at New Haven, and Naugatuck Railroad at Bridgeport.
3.45 P. M.—New Haven Accommodation Train, stopping at all stations; connecting at Bridgeport with Housatonic Railroad.
4.30 P. M.—Norwalk and Intermediate Stations, Special Train connecting at Norwalk for Danbury and way stations.
5.30 P. M.—New Haven Accommodation Train, stopping at all stations.
6.30 P. M.—Stamford and Intermediate Stations, Special Train.
7.00 P. M.—Port Chester and Intermediate Stations, Special Train.
8.00 P. M.—Boston Passenger Mail Train, stopping at Stamford, Norwalk, and Bridgeport.
SUNDAY TRAIN, at 5 p. m., for Boston, via New Haven, Springfield and Worcester, and New London, Stonington and Providence.

New York and Harlem Railroad.—*From cor. Fourth Avenue and 26th Street.*

8.15 A. M.—Chatham Mail Train, stopping at all stations.
10.00 A. M.—White Plains Train, stopping at all stations.
11.00 A. M. Albany and Troy Express Train, connecting at Albany for the West, and at Troy for the North, stopping at White Plains, Bedford, Croton Falls, Brewster's, Pawling, Dover Plains, Amenia, Millerton, Hillsdale, Bain's, Chatham, and Kinderhook.
2.30, 5.10, 6.00, and 6.40 P. M.—White Plains Trains, stopping at all stations.
4.00 P. M.—Pawling Train, stopping at principal stations, to White Plains and all stations north.
5.00 P. M.—Albany and Troy Express Train, connecting at Albany with trains for the West, and at Troy for the North, stopping at White Plains, Mt. Kisco, Katonah, Croton Falls, Brewster's, Pawling, Dover Plains, Amenia, Millerton, Copake, Hillsdale, Philmont, Chatham, and Kinderhook.

Staten Island Railroad.—*From Pier 1 E. R., foot of Whitehall street.*

For Garretson's, New Dorp, Richmond, Gifford's, Ettingville, Annadale, Huguenot, Prince's Bay, Pleasant Plains, Richmond Valley, Tottenville, connecting with steamboat for Perth Amboy, at 7 and 9 a. m., and at 1, 4, and 6 p. m. Sunday the same.

Raritan and Delaware Bay Railroad.—*From Pier 32 N. R.*

10.45 A. M., and **4.00** P. M. Daily (Sund. ex), connecting at Port Monmouth for Red Bank, Long Branch, Shark River, Tom's River, Manchester, etc.

New Jersey Railroad.—*From foot of Cortlandt street, N. R.*

For Philadelphia—At 7 and 10 A. M., 12 M., and 4 and 6 P. M., and 12 night, stopping at Newark, Elizabeth, Rahway, Metuchin, New Brunswick and Trenton.

For Wilmington, Baltimore, Washington, and the South—At 8 and 10 A. M., and 7 P. M., and 12 night, stopping as above. The 8 A. M. and 6 P. M. trains connect with the Philadelphia and Pennsylvania Central Railroad for Harrisburg, Pittsburg, and the West; connect at Baltimore with the Baltimore and Ohio Railroad for the West, and Washington with railroads to Richmond, Lynchburg, and points South. Trains leave New York to Newark, Elizabeth, Rahway, and New Brunswick hourly during the day.

SUNDAY TRAINS.—For Philadelphia at 6 P. M.; and for Washington at 7 P. M.

Camden and Amboy Railroad.—*From Pier No. 1 N.R.*

For Philadelphia, Baltimore, Washington, and the South, at 5 A. M, and 4 P. M.; (and at 12 M. from foot of Cortlandt street). Connects with Freehold Branch Railroad at Jamesburg; Burlington and Mt. Holly Trains at Burlington; Camden and Atlantic Railroad for ATLANTIC CITY, and Railroad to CAPE MAY, at Camden. For other trains, see New Jersey Railroad, foot of Cortlandt street.

Northern Railroad of New Jersey.—*From foot of Cortlandt Street, N. R.*

For Piermont and way stations (from Jersey City), at 9.12 a. m., 1.15. 4.22, and 6.02 p. m. On Saturday, at 11.15 p. m. For Monsey and way stations, at 9.12 a. m., 4.22 and 6.25 p. m. Connects at Piermont with Piermont Branch of Erie Railway for Monsey and stations below.

Morris and Essex Railroad.—*From foot of Barclay St.*

For Hackettstown, stopping at all stations, at 8.30 a. m.; and at 4.10 p. m., stopping at Hoboken, Newark, Summit, and all stations beyond. For South Orange, stopping at Newark, Bloomfield Junction and Orange, at 7.30 a. m., 2.30, 4.30, 5.30, and 11.45 p. m. Connects with Newark and Bloomfield Railroad at Newark, and with Sussex Railroad at Waterloo.

Hackensack and New York Railroad.—*From foot of Chambers Street, N. R.*

For Bergen, Secaucus, Carlstadt, Woodbridge, Polifly, Lodi, and Hackensack, at 8.30 and 11.45 a. m., 4, 5.15, and 6.30 p. m.

Brooklyn Central and Jamaica Railroad.—*From South Ferry, Brooklyn.*

For Jamaica, at 8 and 10.15 a. m., 12.50, 3.15, 4.30. 5.45 and 6.45 p. m. For Hempstead, at 8 and 10.15 a. m., 3.15 and 4.30

p. m. For Syosset, at 10.15 a. m., and 4.30 p. m. For Glen Head, at 8 a. m., and 4.30 p. m. For Greenport, at 8 a. m., and 3.15 p. m. Sunday Trains, from East New York (connecting with Brooklyn City Cars from South, Fulton and Roosevelt Street Ferries), for Jamaica, at 8.30, 9.30 and 11.30 a. m., 1.30, 2.45, 4, 5.30 and 6.45 p. m.

Long Island Railroad.—*From James Slip or foot of 34th Street, E. R., New York.*

For Greenport and Way Stations, at 8 a. m. Syosset and Way Stations, at 10.30 a. m. Greenport Express Train, at 3.30 p. m. Syosset and Way Stations, at 4.30 p. m. North Islip and Way Stations, 8 a. m. and 3.30 (and on Saturday night to Yaphank), at 5.30 p. m. Sunday Train for Yaphank, stopping at all stations, except Roslyn, Glen Head, Hempstead, and Syosset, leaves Hunter's Point, Brooklyn, at 8.45 a. m.

New York & Flushing Railroad.—*From Hunter's Point, L. I. connecting by Ferries from James Slip and 34th Street, E. R. New York.*

For Flushing, leave Hunter's Point, at 6.10, 7.20, 8.30, 9.30 and 11 30 a. m.. 2.30, 4.30, 5.30, 7, and 8.15 p. m. Tues. and Sat. nights, 12.15 a. m. Sundays, at 9 a. m., 1.40 and 5.40 p. m.

CITY RAILROADS.

Bleecker Street and Fulton Ferry.—From Fulton Ferry, through Beekman, Centre, Crosby and Bleecker to 14th Street, North River.

Broadway and Seventh Avenue.—From north side of Astor House, through Church, Thompson, Greenwich avenue, and Seventh avenue, to Central Park. Returning over same route to Thompson; thence through W. Broadway to Astor House.

Broadway Railroad.—From north side of Astor House, through Church, Greene, University Place, Broadway and Seventh avenue to Central Park. Returning over same route to University Place, thence through Wooster and W. Broadway to Astor House. Branch line at Broome and Broadway.

Broadway and Clinton Street.—From Park Row, through East Broadway and Avenue B, to 34th Street Ferry, East River.

Canal street and Grand street Ferry.—From junction of Canal and Broadway to Grand street Ferry, East River. (See Grand street Ferry to Cortlandt street Ferry.)

Central Park North and East River. (*Eastern Division.*)—From South Ferry, through Front, to Grand Street Ferry, thence through Avenues A, D and First, to Fifth avenue, and Central Park.

Central Park, North and East River.—(*Western Division.*)—From South Ferry, through West street, and Tenth avenue to 59th Street and Central Park.

East Broadway and Dry Dock.—From Park Row, through Chatham, East Broadway, and Avenue D, to Dry Dock.

Eighth Avenue.—From Vesey and Broadway, through West Broadway, Hudson, and Eighth avenue, to Central Park. Branches from Broadway and Canal: one to Central Park, and the other to Manhattanville.

First and Second Avenue Railroads—From Peck Slip, East River, to South, to Bowery, to Second avenue, to Central Park, to Harlem, returning through First avenue.

Forty-Second Street and Grand Street Ferry.—From Grand Street Ferry, East River, through Avenue A, 14th Street, Broadway and 34th Street, to Tenth avenue, and 42d Street.

Fourth Avenue Railroad.—From Park Row, opposite Astor House, to Grand, to the Bowery, to Fourth avenue, to 27th Street, connecting with New Haven and Harlem Railroad; thence to 34th Street Ferry, connecting with the Long Island and Flushing Railroad.

Grand Street Ferry to Cortlandt Street Ferry.—From Grand street Ferry, over same route as Canal and Grand street Ferry, to Canal and Broadway, thence through Walker, North Moore and West, to Cortlandt street Ferry.

Hudson River Railroad.—From corner of Broadway and Warren streets to Hudson, to Tenth avenue, to 30th Street, connecting with steam-cars to Albany.

Ninth Avenue Railroad.—From north side of Astor House to West Broadway, to Greenwich, to Ninth avenue, to 51st street and Central Park.

Sixth Avenue Railroad.—From South side of Astor House to West Broadway, to Sixth avenue, to Central Park. Branch at Canal street.

Third Avenue Railroad.—From Park Row, opposite Astor House, to Bowery, to Third avenue, to Central Park, to Harlem Bridge. Connects with Morrisania horse R. R.

OCEAN STEAMERS.

American and Mexican Mail Steamship Company, for Havana, Sisal, Vera Cruz, London, etc.
To Havana, twice a month, } Pier 2 N. R.
To London, " " } Office 26 Broadway.

American Line to England and Germany, every Fortnight.
$105, $62.50, and $37.50. Pier 46 N. R.

Bremen, Havre, London and Southampton (steam once a fortnight to.) Office, 68 Broad street. Pier 46, N. R.

Central American Transit Company, Opposition Line, for California, once a month. $175 to $200; $125 and $65, currency. Pier 29, N. R.

Charleston, 3 p. m., Weds. and Sat. $35. Pier 14, N. R.

Cunard Line, weekly. 4 Bowling Green. Landing at Jersey City. Emigrant's Line, $30 currency.

General Transatlantic Company (French), once a fortnight. (Emigrant's Line in August.) Office, 38 B'way, Pier 49, N. R.

Southampton (steam weekly to.) 45 Exchange Place, and 6 Barclay street. Landing Hoboken.

Havana and Savannah Steamship Company, twice a month. $50. Pier 4. N. R.
Liverpool, New York, and Philadelphia, Steam Co. Inman Line, semi-weekly. M. steamers, $90 and $30 gold; others, same rate, in currency. Office 15, Broadway Pier 46, N. R.
To Liverpool and Glasgow, $90 and $70; steerage $30, currency. Office, 6 Bowling Green. Pier 11 N. R.
Mobile, every month. From $40 to $50. Pier 19, N. R.
Morehead City, N. Carolina, every week. $20. Pier 16, N. R.
National Steam Navigation Company, weekly to Queenstown and Liverpool. $100, and $30, currency. Pier 47, N. R.
New Orleans, weekly. $60, $40, and $30. Pier 13, N. R.
" " " $50 Office, 86 West street, Pier 9, N. R.
New York and Antwerp Line. $90, $62 50, and $37.50, in gold, Office, 50 Broadway. Pier 20, N. R.
N. Y. M. S. Company, to Havana and New Orleans, every Saturday. $60 and $30. Pier 46, N. R.
Pacific M. S. Company, to Aspinwall, every ten days. $260; second class, $150; steerage $75. Pier 42, N. R.
Savannah, every week. $20; steerage, $10. Pier 16, N. R.
U. S. and Brazil M. S. S. Company, St. Thomas, Para, Pernambuco, Bahia, Rio de Janeiro, once a month. $80, $150, $200. $180, $200. Half-price for steerage. Office, 5 Bowling Green. Pier 30, N. R.
U. S. M. S to Havre, via Falmouth. Pier 37, N. R.

STEAMBOATS.

NORTH RIVER.

No. 1. Albany and Troy, (day), 6 P. M., Sat. ex., pier, 44, fare $2.
" 2. Albany, (evening line), 6 P. M, Sun. ex., pier 41, $2.
" 3. Albany, (morning line), 7½ A. M., Sun. ex., pier 40, $2.
" 4. Alexandria, 3 P. M. Wed. and Sat., pier 3.
" 5. Athens, 5 P. M., Tues., Thurs. and Sat., pier 37.
" 6. Barrytown, 5 P. M. Mon., Wed., and Fri., pier 37.
" 7. Bergen Point, 9½ A. M. and 1½ and 5½ P. M., Sun. ex. pier 14
" 8. Bergen Point, daily at 10 A. M., and 4 P. M., pier 25.
" 9. Boston, daily at 5 P. M. pier 39, fare $5.
" 10. Boston and Providence, daily at 5 P. M. pier 18, fare $5.
" 11. Boston, Fall River Line, daily at 5 P. M. pier 28, fare $5.
" 12. Boston, (Metropolitan S. S. Co. for), 5 P. M. Tues Thurs. and Sat., piers 33 and 34.
" 13. Boston, 5 P. M. Sundays excepted, pier 27.
" 14. Bridgeport, every day, Sun. ex. at pier 31, $1.
" 15. Bull's Ferry, daily at 9½ A. M. and 1½, 5 and 7 P. M., pier 42. (See No. 30.)
" 16. Bull's Ferry, daily at 9½ A. M., and 1½ and 6 P. M., pier 51 (See No. 30.)
" 17. Camden, 11 A. M. and 4 P. M., Sun. ex., pier 32.
" 18. Catskill, pier 35, Tues. and Thurs. 5 P. M., and Sat. 2 P. M., pier 37, Mon., Wed. and Fri. 5 P. M.
" 19. Chelsea, pier 30, 3½ P. M., Sundays excepted.
" 20. City Island, daily at 4 P. M. pier 43, 40 cts.
" 21. City Point, Va., pier 26, Tues. and Sat. at noon. Also at pier 21, same days at 3 P. M.
" 22. Cold Spring, 9 A. M., Sundays excepted, pier 40.

No. 23. Coney Island, pier 51 at 9 A. M., 12½ and 3.20 P. M. Also from pier 4.
" 24. Cornwall, pier 33, 4 P. M ; from pier 15, 3 P. M., Sun. ex.
" 25. Cozzens' Dock, pier 33, 4 P. M. ; also from pier 40 at 9 A. M., Sun. ex.
" 26. Dobbs' Ferry, pier 34, 8 A. M. and 3½ P. M., Sun. 8 A. M.
" 27. Elizabethport, pier 14, 9½ A. M., and 1½, 4½ and 5½ P. M., Sun. ex.
" 28. Elmore's, 4 P. M., Sundays excepted, pier 33.
" 29. Fishkill, 3 P. M., Sundays excepted, pier 25.
" 30. Fort Lee, pier 32, four trips daily, fare 25 cts. for round trip. From pier 41, at 9½ A. M., and 1½ and 6 P. M.
" 31. Georgetown, Wed. and Sat. 3 P. M. pier 9.
" 32. Grassy Point, 8 A. M. daily, pier 34 ; and from pier 25 3 P. M., Sundays excepted.
" 33. Hastings, 8 A. M. and 9½ P. M. Sundays, 8 A. M., pier 34.
" 34. Haverstraw, 8 A. M. ; 3½ and 3½ P. M., Sun. ex., pier 34.
" 35. Highlands, pier 26, Tues. 8½ A. M., Wed. 9 A. M. Thurs. 10 A. M., Fri. 10½ A. M., Sat. 3½ P. M.
" 36. Hudson, pier 57, daily at 5 P. M.
" 37. Irvington, 4 P. M., Sundays excepted, pier 30.
" 38. Keyport, 4 P. M., Sundays excepted, pier 25.
" 39. Kingston, 3½ P. M. pier 40 ; 4 P M., pier 33, Sun. ex.
" 40. Long Branch, two trips daily from pier 32, fare $1.
" 41. Mariner's Harbor. (See No. 27.)
" 42. Marlboro', 4 P. M., Sundays excepted, pier 33.
" 43. Milton, pier 40, 9 A. M., and 3½ P. M., Sun. ex.
" 44. Newark, 10 A. M. and 4 P. M., daily from pier 26 ; 20 cts.
" 45. New Brighton, 7, 9 and 10½ A. M., and 12½, 2, 4, 5 and 7 P. M. Sundays 8½, 10, 11½, A. M., and 1, 2½, 4, 6 and 7½ P. M., pier 19.
" 46. Newburgh. (See No. 43.)
" 47. New London, pier 32, daily, to New London and Norwich at 5 P. M., $1. Pier 38, daily to same places ; and pier 11, Tues., Thurs. and Sat. 5 P. M.
" 48. Norfolk, Va. (See No. 21.)
" 49. Nyack, 8 A. M. and 3½ and 3½ P. M., Sun. ex., pier 34.
" 50. Peekskill, 8 A. M. and 3½ P. M. ; Sundays 8 A. M., pier 34.
" 51. Perth Amboy, 3½ P. M., Sundays excepted ; pier 30.
" 52. Philadelphia, daily at 4 P. M. pier 32 ; $2. Also from pier 1, at 5 A. M. and 2 P. M., Sundays excepted.
" 53. Pleasant Valley, pier 51. (See No. 30.)
" 54. Port Monmouth, 11 A. M. and 4 P. M., Sun. ex. pier 32.
" 55. Port Richmond. (See No. 45.)
" 56. Poughkeepsie, pier 40, at 9 A. M. and 3½ P. M., Sun. ex., and from pier , at 4 P. M. Sun. ex.
" 57. Providence, pier 27, 5 P. M. Sun. ex., $3. Also from pier 32, Tues., Thurs. and Sat. 4 P. M.
" 58. Red Bank. (See No 35.)
" 59. Rhinebeck, Mon., Wed. & Fri. 5 P. M. Sun. ex. ; pier 37.
" 60. Richmond, Va. (See No. 21.)
" 61. Rockland Lake, 3½ P. M., Sundays excepted. [ex.
" 62. Rondout, pier 40, 3½ P. M., Sun ex. ; pier 33, 4 P. M., Sun.
" 63. Rossville. (See No 51.)
" 64. Saugerties. (See No. 6.)
" 65. Shrewsbury. (See No. 35.
" 66. Sing Sing. (See No. 33.)
" 67. Staten Island (North Shore), pier 19, 8 trips daily, 12 cts.

No. 68. Tarrytown, daily 8 A. M., pier 44.
" 69. Tivoli. (See No. 6.)
" 70. Tottenville. (See No. 51.)
" 71. Troy, pier 34 and pier 40, at 6 P. M., Sundays excepted.
" 72. Verplanck's. (See No 67.)
" 73. Washington, D. C. (See No. 4.)
" 74. West Point, pier 33, 4 P. M. and pier 40, 9 A. M., and 3½ P. M., Sundays excepted.
" 75. Yonkers. (See No. 33.)

EAST RIVER.

" 1. Astoria, hourly from 7 A. M. to 6 P. M., pier 24.
" 2. Bridgeport, daily at noon, Sun. ex., pier 31, fare $1; and pier 35, 11 A. M. and 3.20 P. M., Sun. ex.
" 3. Cromwell, Conn., 4 P. M., Sundays excepted, pier 24.
" 4. Essex, Conn. (See No. 3.)
" 5. Fishing Banks, pier 51, 8 A. M.
" 6. Glen Cove, L. I., 4 P. M., Sundays 3½; pier 24; 40 cts.
" 7. Glenwood, L. I., 4 P. M., Sundays excepted., pier 24.
" 8. Greenwich, 3¼, P. M., Sundays excepted, pier 25; 50 cts.
" 9. Haddam, Conn., 4 P. M., Sundays excepted, pier 24.
" 10. Harlem, hourly from 7 A. M. to 6 P. M., pier 24; 10 cts.
" 11. Hartford, Conn., 4 P. M., Sun. ex., pier 24 $2 50.
" 12. Mott Haven, hourly from 7 A. M. till 6 P. M., pier 24.
" 13. New Bedford, 3 P. M. Sat., pier 13.
" 14. New Haven, 3½ and 11 P. M., pier 24; fare $1 50.
" 15. New Rochelle, 9½ A. M. on Sundays, pier 24.
" 16. Northport, 3¾ P. M., Sun. ex.; Peck Slip; (See No. 18.)
" 17. Norwalk, 3 P. M., Sundays excepted, pier 37.
" 18. Oyster Bay, 3¾ P. M., Sun. ex.; Peck Slip; 75 cts.
" 19. Quarantine, hourly from 6 A. M. till 8 P. M., pier 1.
" 20. Roslyn. (See No. 3.)
" 21. Rye, 3½ P. M., Sundays expected; pier 26.
" 22. Sands' Point, 4 P. M., Sundays excepted; pier 24.
" 23. Stamford, Conn., 3½ P. M., Sundays excepted; pier 22.
" 24. Stapleton, S. I. (See No. 19.)
" 25. Tompkinsville. (See No. 19.)
" 26. Unionport, 4 P. M., Sundays excepted; pier 22.
" 27. Vanderbilt's Landing. (See No. 19.)
" 28. West Chester. (See No. 27.)
" 29. Whitestone. (See No. 22.)

FERRIES.

NORTH RIVER,

New Jersey Central Railroad.—From Liberty street to Communipaw, N. J.

Jersey City Ferry.—From Cortlandt street to Montgomery street, Jersey City, 3 cts.

Staten Island Ferry.—(North Shore)—from pier 19, N R., 12 cts.

Hoboken Ferry.-From foot of Barclay st. to Hoboken, 3 cts.

Pavonia Ferry.—From foot of Chambers street to Jersey City (Erie Railway), 3 cts.

Jersey City Ferry.—From foot of Desbrosses street to Montgomery street, Jersey City (N. J. R. R.)

Christopher Street Ferry.—From Christopher street to Hoboken, N. J., 3 cts.

Weehawken Ferry.—From 42d Street to Weehawken, N. J., 5 cts.

Eighty-Fifth Street Ferry.—From 85th street to Bull's Ferry.

EAST RIVER.

Staten Island Ferry.—From the Battery to Staten Island, connecting with Staten Island Railroad. 10 cts.

Hamilton Avenue Ferry.—From Whitehall street to Atlantic Dock, Brooklyn, 2 cts.

South Ferry.—From foot of Whitehall stre street, Brooklyn, 2 cts.

Wall Street Ferry.—From foot of Wall street street, Brooklyn, 2 cts.

Fulton Ferry.—From Fulton Street, New Yo Fulton street, Brooklyn, 2 cts.

Roosevelt Street Ferry.—From Roosevelt st. to South Seventh st. Brooklyn, E. D. (Williamsburgh), 3 cts.

Hunter's Point Ferry.—From James Slip to Hunter's Point, L. I., connecting with Long Island Railroad, 8 cts.

Bridge Street Ferry.—From foot of James street to Bridge street, Brooklyn, 2 cts.

Catharine Street Ferry.—From Catharine street to Main street, Brooklyn, 2 cts.

Jackson Street Ferry.—From Jackson street to Hudson avenue, Brooklyn, 3 cts.

Division Avenue Ferry.—From Grand street to South Seventh street, Brooklyn, E. D. (Williamsburg), 3 cts.

Grand Street Ferry.—From Grand street, N. Y., to Grand, street, Brooklyn, E. D. (Williamsburgh). Also to South Seventh street, 3 cts.

Houston Street Ferry.—From Houston street to Grand street, Brooklyn, E. D. (Williamsburgh), 3 cts.

Greenpoint Ferry.—From Tenth street to Greenpoint, L. I., 4 cts.

Twenty-Third Street Ferry.—From 23d street to Greenpoint, 4 cts.

Thirty-Fourth Street Ferry.—From 34th street to Hunter's Point, 4 cts.

Heilgate Ferry.—From 86th Street to Astoria, L. I., 4 cts.

RATES OF COACH HIRE.

For one Passenger any distance not exceeding one mile.....	$0.50
For two passengers, same distance.....	75
For every additional passenger.....	37½
For every Passenger any distance exceeding a mile, and within two miles.....	75
For every additional passenger.....	37½
For conveying one passenger to the New Alms House, and returning.....	1.00
For every additional Passenger.....	50
For conveying one passenger to 40th street, remaining half an hour, and returning.....	1.50
For every additional passenger.....	50
For conveying one passenger to 61st street, remaining ¾ of an hour, and return.....	2.00
For every additional passenger.....	50

For conveying one passenger to 86th street, remaining an hour, and returning..... 2 50
For every additional passenger..... 75
eying one or more passengers to Harlem or High ge and returning, remaining three hours..... 5.00
eying one or more passengers to King's Bridge and rning, with privilege of carriage all day..... 5.00
use of a hackney-coach or carriage by the day, with or more passengers..... 5.00
e of a hackney-coach or carriage by the hour, lege of going from place to place, and stop- ven as may be required..... 1.00
hiring of a hackney-coach or carriage is not at the to be by the day or hour, it shall be deemed to be by

hackney-coach or carriage shall be detained, ex- resaid, the owner or driver shall be allowed at the 5 cents an hour.

Stores worthy of Note.

ne numberless commercial palaces of the city we shall ate some of the most remarkable in point of architectural cence.

A. T. Haughwout & Co.'s Superb iron building, 488, 492 Broadway cor. Broome St., Glass, China and Plate Bronzes, Chandeliers, and Gas Fixtures, &c., &c. (See nd pages 1 and 2.)

. Stewart's white marble building, cor. Broadway and ers Street (wholesale).

er, Kirtland and Co.'s marble edifice, 340 Broadway.

. Claflin & Co.'s gigantic stone building, cor. Worth urch.

Wheeler & Wilson's, white mar.; B'way, bet. Houston & Bl'ker.

D. Appleton & Co., book publishers; magnificent white marble edifice, 443 and 445 Broadway.

Devlin & Co.'s elegant brown-stone structure, south cor. Broadway and Grand.

Lord & Taylor's splendid white marble building, north cor. Broadway and Grand.

Brooks Brothers, a handsome brown edifice, northeast cor. Broadway and Grand.

Grover & Baker Sewing Machine Co.; handsome Gothic building. Broadway above Broome and nearly opposite E. V. Haughwout & Co.'s building.

E. Anthony, photographic materials, 501 Broadway.

Tiffany & Co., jewelers; elegant white marble building, 552 Broadway.

Ball, Black & Co.'s splendid marble edifice, cor. Broadway and Prince.

A. T. Stewart's retail house; splendid white marble edifice, Broadway cor. 10th Street.

The Central Park.

(*See Map of Central Park at page* 2.)

An immense parallelogram reaching north and south from 59th to 110th sts., a length of 2¼ miles, and east and west from

the 5th to the 8th Avenues, a width of about ⅝ of a mile, thus covering an area of no less than 843 acres; such are the form and limits of the Central Park. From a bleak, uncultivated waste it has, in the short lapse of ten years, been converted, as if by enchantment, into one of the most beautiful pleasure grounds to be found in any part of the American continent; indeed but a few years more and it shall be equal in magnificence to the finest of European parks.

Thanks to the skilful distribution of the grounds, the park offers some 10 miles of solid macadamized carriage road, called the "Drive," about 6 miles of suitably finished bridle-road, called the "Ride," and, lastly, an extent of no less than 27 miles of gravelled walk for the exclusive use of pedestrians; and all so ingeniously arranged, by means of handsome bridges and arched passages, that it never becomes necessary for a person on foot to cross the surface of the horseman's track or the carriage-road, nor the horseman to intrude on the carriage-roads, though he is at liberty to ride upon them if he prefer. Besides the foregoing, the park is crossed by four roads called the "transverse roads," intended for the convenience of outside traffic between the eastern and western sides of the city; and they are so disposed as not only not to incommode the visitor, but to be almost entirely hidden from his view by the trees and shrubbery. The bridges and archways are extremely numerous; and many of them are really remarkable for their architectural beauty, their never-ending variety of taste and design, and their picturesque appearance and effect. The lakes present a charming aspect to the eye; and the gondolas, and the numberless swans which, during the fine season, glide along the surface lend to the whole a peculiarly romantic air. The weary promenader finds along his paths a large number of shady arbors, furnished with rustic seats for his repose; and at the Casino, a handsome little structure near the Mall, an ample supply of delicious viands and refreshing beverages are available at all hours, to satisfy the wants of the outward man. Free musical entertainments are given at the "Pavilion," on the Mall, every Saturday afternoon during the *season*. The Mall is ¼ of a mile long, by about 200 feet wide, and it is the principal promenade of fashion. In its vicinity are several objects of interest to the visitor; amongst them we shall name the Terrace, the Vine-covered Walk, the Marble Arch, the Ramble, the Menagerie, the Green and, south of the latter, the grand Playground.

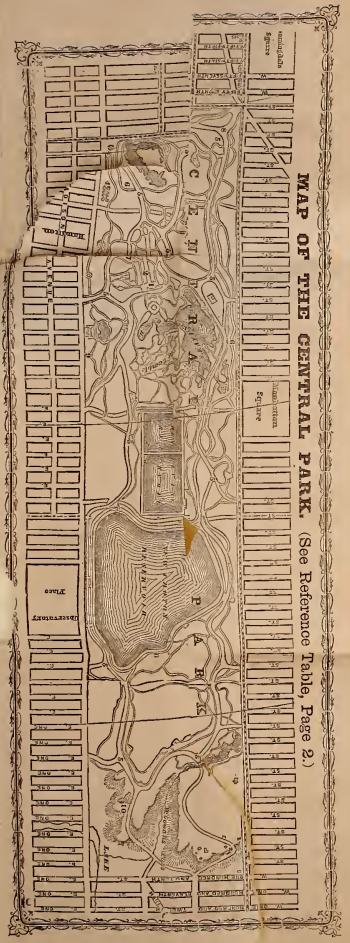
Near the 8th Avenue entrance is a statue of Commerce, recently presented to the park by Mr. Guion.

The Park is open at the following hours: March, April, May, June, October and November, from 6 a. m. till 9 p. m.; July, August and September, from 5 a. m. till 11 p. m., and December, January and February, from 9 a. m. till 8 p. m. During the skating season it is open until midnight.

The Park may be reached by the cars of the 6th, 7th, or 8th Avenue railroad, and also by those of the Central Park, North and East River railroads. The principal entrances at the south end are those of the 5th, 6th, 7th and 8th Avenues, those of the 5th and 8th being for carriages, the other two for pedestrians only.

MAP OF NEW YORK CITY.

(See Reference Table, page 2.)



MAP OF THE CENTRAL PARK. (See Reference Table, Page 2.)

FARES BY RAIL

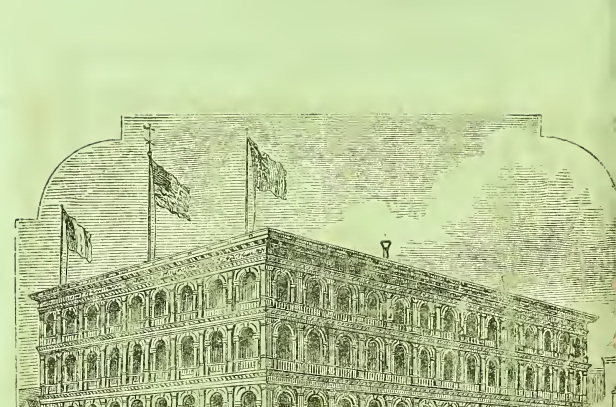
TO THE

PRINCIPAL CITIES

IN THE

INITED STATES & CANADA.

bany,	$3 20
ltimore,	6 65
ton,	6 00
falo,	9 45
rleston,	37 25
cago,	24 95
cinnati,	22 40
eveland,	14 95
lumbus,	19 45
yton,	21 70
roit,	16 45
milton, (C. W.,)	12 00
lianapolis,	25 00
isville,	26 90
phis,	44 25
waukee,	27 95
bile,	60 50
ntreal, (C. E.,)	12 50
hville,	34 40
Orleans,	63 00
folk,	10 10
ladelphia,	3 00
tsburg, (Pa.,)	13 50
ebec, (C. E.,)	15 00
hmond,	15 00
chester,	7 90
Louis,	36 00
acuse,	6 25
onto, (C. W.,)	12 00
y,	3 25
ca,	5 15
shington,	8 40
eeling	16 50



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